## SAILING DIRECTIONS CORRECTIONS

**PUB 120 2 Ed 2001 LAST NM 45/02**

Page 45—Line 1/L; insert after:

**Advance Notice of Arrival**

A 96-hour advance notice of arrival is required for the following vessels:

1. Vessels of 500 gross tons and over.
2. Vessels engaged in towing or pushing another vessel, when the combined tonnage of the vessel and the vessel being towed or pushed is 500 gross tons and over.
3. Vessels carrying polluting or dangerous cargo, or are engaged in towing or pushing a vessel carrying polluting or dangerous cargo.

Vessels must request clearance 96 hours prior to entering Canadian waters from seaward. If the time of arrival of the vessel in Canadian waters is less than 96 hours after the vessel departed its last port of call, the advance notice should be sent as soon as practicable.

(BA NM 45/01, Section IV) 47/02

Page 52—Line 1/L to Page 55—Line 6/R; read:

## Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Western Canada.

**Responsibilities**

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
   a. Leave a VTS Zone.
   b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
   c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

**Traffic Clearance**

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

**Communications**

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services.*

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

*Communication Difficulties.*—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

*Shipboard Radio Equipment Malfunction.*—In the event of a shipboard radio equipment failure where the ship is unable

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to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulation*s.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain their until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.

**Zone Descriptions**

*Western Canada.*—The Western Canada VTS Zone consists of all Canadian waters on the W coast of Canada and referred to in the *Vessel Traffic Services Zone Regulations*.

*Local Zones*.—West Coast VTS Local Zones have been established for traffic to Prince Rupert, Tofino, and Vancouver. The appropriate Sailing Directions (Enroute) volumes should be consulted.

**Zone Application**

*Western Canada Offshore*.—With respect to Western Canada VTS Zones, the *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call, as follows*:*

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
   a. Oil Pollution Prevention Regulations.
   b. Pollutant Substances Regulations.
   c. Dangerous Goods Shipping Regulations.
   d. International Maritime Dangerous Goods Code (IMDG).
   e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Participation is mandatory; however, vessles between 300 and 500 gross tons are also encouraged to participate fully to rceive the maximum benefit.

*Local VTS Zones.*—For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zone Regulations*apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
   a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
   b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations,* these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

**Reporting Requirements**

*Change in information.*—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Vessel Traffic Services Zone Regulations*.

*Non-routine reports.*—Pursuant to the *Vessel Traffic Services Zone Regulations,* a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

**Note.—**Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**Offshore Report**

The *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call. The following information may be required:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).

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9. The estimated time that the ship will enter the VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The intended route the ship.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

**CVTS Advance Report**

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

Twenty-four hours prior to entering the territorial waters of the west coast of Canada all vessels 300 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel to CVTS OFFSHORE in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by telephone: (604) 666-6011.
4. Directly to CVTS Offshore by fax: (604) 666-8453.
5. Directly to Vancouver MCTS Center via- E-mail: MCTSRMIC@ATTMAIL.COM
6. By mail:

Vancouver MCTS Center
350-555 West Hastings
Vancouver, British Columbia
V6B 5G3

| Designator | Required Information |
|---|---|
| ALPHA | Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel. |
| BRAVO | Current date and time (UTC). |
| CHARLIE | Current position. |
| ECHO | True course. |
| FOXTROT | Speed in knots. |
| GOLF | Name of port or place of departure. |
| HOTEL | ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable. |
| INDIA | Destination and ETA to port of destination. |
| MIKE | ISM, if applicable, and if any issued to the vessel:<br>1. What is the name of the Issuing Authority?<br>2. ISM Safety Management Certificate<br>(a) What is the date of issue?<br>(b) What is the date of expiration?<br>3. ISM Document of Compliance:<br>(a) What is the date of issue?<br>(b) What is the date of expiration? |

**PUB 120 (Continued)**

| Designator | Required Information |
|---|---|
| NOVEMBER | Vessel MMSI number. |
| OSCAR | Maximum present static draft. |
| PAPA | 1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable.<br>2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(l) through (a)(16) and (b) when applicable).<br>3. If a tank vessel, indicate whether loaded. |
| QUEBEC | Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions. |
| ROMEO | Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO. |
| SIERRA | On scene weather, if severe. |
| TANGO | Agent name, owner name, and name of operator or person in charge of vessel. |
| UNIFORM | Vessel gross tonnage. |

| Designator | Required Information |
|---|---|
| WHISKEY | **For approaches to Juan de Fuca Strait:**<br>Ballast water—If in ballast, has your vessel:<br>1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO.<br>2. A Ballast Water Management Plan? YES or NO.<br>Made the required notification and reports to Canada/United States as applicable? YES or NO.<br>Notification/Reports required by:<br>United States—U. S. Coast Guard-fax: (301) 261-4319.<br>Canada—Destination port:<br>Vancouver—fax: (604) 665-9099.<br>Fraser—fax: (604) 524-1127.<br>Nanaimo—fax: (250) 753-4899.<br>**For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia:**<br>Ballast water—If in ballast, has your vessel:<br>1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO.<br>2. A Ballast Water Management Plan? YES or NO. |

**PUB 120 (Continued)**

| Designator | Required Information |
|---|---|
| XRAY | If bound for a Canadian port, expiration date of:<br>1. International Oil Pollution Prevention Certificate, or Certificate of Compliance.<br>2. International Noxious Liquid Substance Certificate, or Certificate of Compliance.<br>3. Certificate of Fitness (Chemical tanker).<br>4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance.<br>5. Indicate if a shipboard oil pollution emergency plan is on board.<br>6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination.<br>7. ISM Safety Management Certificate and ISM Document of Compliance.<br>If bound for a U.S. port:<br>1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount.<br>2. Indicate name of Washington State spill contingency plan.<br>3. Classification society of vessel.<br>4. Name and phone number of a 24-hour point of contact for vessel-related concerns.<br>5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag). |

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

**Local VTS Zone Reports**

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulation*s, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

*Information Required.*—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

*Entering a Zone.*—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

*Arriving at a Calling-In-Point (CIP).*—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

*Arriving at a Berth.*—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

*Departure Maneuvers.*—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

*Maneuvers.*—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

(Can Radio Aids to Marine Navigation (West), Part 3) 47/02

**PUB 127 6 Ed 2000 LAST NM 41/02**

Page 191—Line 7/L; insert after:

An alternative preferred route, best seen on the chart, continues SW, beyond Vigilant Channel, for about 8 miles, then heads more WSW between **Ackers Shoal** (10˚18.5'S., 142˚48.8'E.) and **Kirkcaldie Reef** (10˚20'S., 142˚50'E.), which is marked with a racon. The route continues 22 miles towards East Strait Island.

(US CH 74294) 47/02

**PUB 140 2 Ed 2001 LAST NM 46/02**

Page 9—Line 8/L; insert after:

**Mined Areas** **10**

(NIMA) 47/02

**PUB 140 (Continued)**

Page 10—Line 14/L; insert after:

## Mined Areas

Mines are occasionally detonated of the Belgian coast in a circular area, with a radius of 4 miles, centered on position 51˚29.1'N, 2˚50'E. Shipping will be notified on VHF channel 16 and are strongly requested to avoid the danger area from 2 hours before until just after the detonation.

(Neth Annual Notice No. 32 of 2002) 47/02

Page 15—Line 17/L; insert after:

**Vessel Traffic Service** **31**

(NIMA) 47/02

Page 17—Line 4/R; insert after:

New table titled **Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance** from back of this Subsection.

(Can Annual Notice No. 6 of 2002) 47/02

Page 17—Line 4/R; insert after:

**Ice Navigation, Routing, and Requests for Icebreaker Assistance**

During the winter navigation season, a system for providing ice navigation and routing information is provided to ships intending to transit or operate off the E coast of Canada and the waters of the Gulf of St. Lawrence. Access to this service can be obtained by contacting the Eastern Canada Traffic System (ECAREG CANADA).

Information on ice conditions is also available for vessels in Newfoundland waters, as well as the coast of Labrador and Hamilton Inlet.

In the St. Lawrence River W of longitude 66˚W to Montreal, vessel movement is under the control of the Vessel Traffic Services (VTS) system. During the winter navigation season, information concerning recommended ice routes, ice conditions, and icebreaker assistance is provided by the Traffic Centers at Escoumins, Quebec, and Montreal.

Contact information for the above systems can be seen in the accompanying table.

(Can Annual Notice No. 6 of 2002) 47/02

Page 18—Line 38/L to Page 23—Line 46/R; strike out.

(Canada Radio Aids to Marine Navigation (East), Part 3) 47/02

Page 31—Line 2/R; insert after:

## Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

**Responsibilities**

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
   a. Leave a VTS Zone.
   b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
   c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

**Traffic Clearance**

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

**Communications**

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services.*

**PUB 140 (Continued)**

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

*Communication Difficulties.*—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

*Shipboard Radio Equipment Malfunction.*—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulation*s and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain their until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

**Zone Descriptions**

*Eastern Canada.*—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60˚N latitude and in the St. Lawrence River E of the meridian of 66˚W longitude, except the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

*Arctic Canada.*—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60˚N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70˚N latitude and E of the meridian of 139˚W longitude.

*Local Zones*.—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

**Zone Application**

*Eastern Canada VTS Zone (ECAREG).*—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations apply in respect of:*

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
   a. Oil Pollution Prevention Regulations.
   b. Pollutant Substances Regulations.
   c. Dangerous Goods Shipping Regulations.
   d. International Maritime Dangerous Goods Code (IMDG).
   e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

*Arctic Canada VTS Zone (NORDREG).*—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

*Local VTS Zones.*—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
   a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
   b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

**Reporting Requirements**

*Change in information.*—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

*Non-routine reports.*—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be

**PUB 140 (Continued)**

made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

**Note.—**Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**ECAREG/NORDREG Information Requirements**

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

**ECAREG Zone Reports**

*Prior to Entering the Zone.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

*Entering at a Zone Boundary.*—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

*Arrival at a Berth.*—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

*Departing a Berth.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance

**PUB 140 (Continued)**

to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure

This report is not required where the ship is proceeding to another berth in the same port.

*Exiting the Zone.*—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

**NORDREG Zone Reports**

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

*Prior to Entering the Zone.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society,

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

*Entering at a Zone Boundary.*—A report consisting of Items 1, 2. and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

*Arrival at a Berth.*—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

*Departing a Berth.*—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

*1600 UTC Report.*—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made daily at 1600 UTC.

*Exiting the Zone.*—A report consisting of Items 1, 2, 4, and 8 from the information listed under ECAREG/NORDREG Information Requirements shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

**ECAREG/NORDREG Reporting Contacts**

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

**Local VTS Zone Reports**

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulation*s, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

*Information Required.*—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

*Entering a Zone.*—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

*Arriving at a Calling-In-Point (CIP).*—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

*Arriving at a Berth.*—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

*Departure Maneuvers.*—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

**PUB 140 (Continued)**

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

*Maneuvers.*—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

**Variations**

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

**ECAREG/NORDREG Contact Reporting Information**

| Contact | Telephone | Telex | Facsimile | Telegraphic identifier |
|---|---|---|---|---|
| **ECAREG** | | | | |
| St. John's MCTS Center | (709) 772-2083 | 016-4530 | (709) 772-5369 | CCGTC SNF |
| Halifax MCTS Center | (902) 426-9750 | 019-22510 | (902) 426-4483 | CCG MRHQ DRT |
| Riviere-au-Renard MCTS Center | (418) 269-5686 | 316-0025 | (418) 269-5514 | — |
| **NORDREG** | | | | |
| Iqaluit MCTS Center* | (867) 979-5724 | 063-15529 | (867) 979-4236 | NORDREG CDA |
| *Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center. | | | | |

(Canada Radio Aids to Mariner Navigation (East), Part 3) 47/02

Page 159—Line 4/R; insert after:

As a consequence of their special construction, some warships of The Netherlands cannot comply with the requirements regarding the number and installation of their navigational lights mentioned in Regulations 23, 24, and 27, and Appendix I of the *Rules for the Prevention of Collisions at Sea (1972).*

(Neth Annual Notice No. 9 of 2002) 47/02

Page 159—Line 8/R to Page 160—Line 47/R; read:

## Firing Areas

**Petten**

Two firing practice areas are located in this vicinity, as follows:

1. Firing practice with artillery takes place from position 52˚47.1'N, 4˚40.3'E. The firing area consists of a danger sector between 254˚ and 327˚ or between 327˚ and 000˚, measured from the battery, over a maximum distance of 9 miles.

When firing is in progress, two red flags will be hoisted as a warning signal, one near beach pole 19 and the other about 300m further N.

2. Firing practice with artillery takes place from one of four battery positions on a line joining the following positions:

a. 52˚47.7'N, 4˚40.3'E.
b. 52˚47.8'N, 4˚41.0'E.

The firing area consists of a danger sector between 225˚ and 345˚, measured from the battery, over a maximum distance of 14 miles.

When firing is in progress, the Netherlands flag will be flown from a flagstaff on the radar tower (52˚47.7'N., 4˚40.5'E.) as a warning signal. Red flags will also be displayed on the dunes N and S of the battery and on the shore.

**Zeegat van Texel**

Anti-aircraft artillery firing takes place on the North Sea coast between Den Helder and Callantsoog, from the following firing ranges:

1. **Falga.—**A danger sector between 205˚ and 335˚, with a radius of 15,000m, from position 52˚55'12"N, 4˚43'06"E.
2. **Botgat.—**A danger sector between 220˚ and 330˚, with a radius of 15,000m, from the position 52˚52'30"N, 4˚42'48"E.

The two danger sectors above are included in one unsafe circular area centered at 52˚55'12"N, 4˚43'06"E, with a radius of 21,000m, and bounded by:

1. On the N side by the bearing 335˚.

**PUB 140 (Continued)**

2. On the W side by the arc of the circle.
3. On the S side by the bearing 182˚.
4. On the E side by the North Sea coast.

Dates and times of firings will be announced as early as possible in the Dutch Notice to Mariners.

At each of the firing ranges, warning signals will be given, as follows:

1. By day—A red flag from 1 hour before commencement of the exercises to their completion.
2. By night—Three lights, green, red, green, vertically disposed.

**West of Haaksgronden**

An anti-aircraft firing practice range bounded by 53˚05'N and 53˚13'N, and 3˚45'E and 4˚10'E.

**Zeegat van Texel—W of Kaap Hoofd**

Firing practice involving artillery and machine guns at air and sea targets takes place at the following areas:

1. A danger sector with a radius of 10 miles centered on 52˚57.8'N, 4˚44.3'E, between the bearings 265˚ and 337˚.
2. A danger sector with a radius of 1.6 miles centered on 52˚57.8'N, 4˚44'.3'E, between the bearings 260˚ and 010˚.

A red flag is hoisted on a radar signal mast during firings; the flag is lowered upon completion of the exercises.

**Ijsselmeer—Breezanddijk**

Artillery firing takes place within the area bounded by a line joining the following positions:

a. 53˚01'04.2"N, 5˚12'28.2"E.
b. 52˚53'42.2"N, 5˚15'55.2"E.
c. 52˚53'25.2"N, 5˚11'06.2"E.
d. 52˚48'36.2"N, 5˚10'11.2"E.
e. 52˚48'44.2"N, 5˚07'28.2"E.
f. 52˚50'50.2"N, 5˚07'44.2"E.
g. 52˚55'57.2"N, 5˚03'28.2"E.

The firing dates will be announced by NAVTEX.

**Vlieland—Viliehors**

Firing practice from aircraft at ground targets takes place in a sector area centered at 53˚14.4'N, 4˚55.3'E, with a radius of 4 miles, between the bearings 275˚ and 355˚.

This area is normally used during daylight hours only if the visibility is greater than 2 miles. When the red warning flag is hoisted, vessels should remain at least 2,000m outside the LW mark and not remain in the the area any longer than necessary for direct passage. Range Control, call sign Vliehors Range Control, can be contacted on VHF channel 74.

**Waddenzee—Southeast of Vlieland**

Firing practice with armor-piercing and high explosive shells, and automatic firearms, takes place in an area bounded by a line joining the following positions:

a. 53˚14'57.3"N, 4˚58'48.1"E.
b. 53˚10'12.3"N, 5˚06'13.1"E.
c. 53˚07'36.3"N, 4˚55'13.1"E.
d. 53˚10'39.3"N, 4˚55'53.1"E.
e. 53˚11'02.1"N, 4˚53'20.9"E.
f. 53˚14'32.1"N, 4˚55'02.9"E.

Warning signals are shown, as follows:

1. One black ball—Firing will occur that day.
2. Two black balls—Firing will commence immediately.

Firing exercises are normally conducted Monday through Friday between September 1 and April 15. Flares may be observed during firing exercises conducted at night.

**Terschelling—Ameland**

Firing practice from aircraft at targets towed from other aircraft takes place in the area bounded by a line joining the following positions:

1. **North of Terschelling**
   a. 53˚23'25.3"N, 5˚11'35.2"E.
   b. 53˚26'27.3"N, 5˚10'25.1"E.
   c. 53˚29'27.3"N, 5˚31'25.1"E.
   d. 53˚27'11.3"N, 5˚32'17.2"E.
2. **North of Ameland**
   a. 53˚26'42.3"N, 5˚36'55.2"E
   b. 53˚28'32.3"N, 5˚34'10.1"E.
   c. 53˚29'57.4"N, 5˚33'55.1"E.
   d. 53˚31'22.4"N, 5˚55'20.2"E.
   e. 53˚27'57.4"N, 5˚55'55.2"E.
   f. From there along the N coast to the origin above.

The possibility of exercises being conducted in these areas should be considered when weather conditions are good.

**Lauwersmeer—Marnewaard**

Firing practice takes place in an area bounded by a line joining the following positions:

a. 53˚24'34.6"N, 6˚14'10.5"E.
b. 53˚24'42.6"N, 6˚14'08.5"E.
c. 53˚25'25.2"N, 6˚14'50.2"E.
d. 53˚25'59.0"N, 6˚19'45.0"E.
e. 53˚25'08.9"N, 6˚19'57.7"E.
f. 53˚24'18.8"N, 6˚20'09.9"E.
g. 53˚24'01.0"N, 6˚15'11.8"E.

Firing exercise may be held daily from 0800 until 2300. The above positions are each marked by a lighted beacon, showing lights, as follows:

1. Firing in progress—AlWR1s
2. No firing—FlY10s

**North Sea—North of the Wadden Islands**

Firing practice from aircraft at airborne targets takes place in an area bounded by a line joining the following positions:

a. 53˚59'57.4"N, 4˚45'55.1"E.
b. 53˚59'57.4"N, 6˚06'21.2"E.
c. 53˚51'03.4"N, 6˚13'53.2"E.
d. 53˚37'35.3"N, 5˚06'55.1"E.
e. 53˚35'57.4"N, 4˚45'55.1"E.

These firing practices, which normally occur from sunrise to sunset, may constitute a danger for vessel traffic.

(Neth Annual Notice Nos. 33 to 44 of 2002) 47/02

Page 160—Line 47/R; insert after:

New graphic titled **Firing and Exercise Areas** from back of

**PUB 140 (Continued)**

this Subsection.
(Neth HP1) 47/02

Page 161—Lines 12/L to 20/R; read:

## Mined Areas

Practice mines are laid off the Belgium and Netherlands coasts in a number of fixed Mine Exercise Areas, as follows:

**NB1 (West Hinder)**
Area enclosed by a line joining the following positions:
a. 51˚29'52.2"N, 2˚44'55.1"E.
b. 51˚26'45.0"N, 2˚44'55.1"E.
c. 51˚26'45.0"N, 2˚35'31.1"E.
d. 51˚28'52.2"N, 2˚35'31.1"E.

**NB4 (Schouwenbank)**
A circular area with a radius of 2 miles centered on position 51˚49'27.1"N, 3˚08'25.1"E.

**NB6 (Westgat)**
A circular area with a radius of 1.5 miles centered on position 51˚39'57.1"N, 3˚34'55.2"E.

**NB7 (Everingen)**
Area enclosed by a line joining the following positions:
a. 51˚24'21.1"N, 3˚44'49.3"E.
b. 51˚23'39.1"N, 3˚46'43.3"E.
c. 51˚23'03.0"N, 3˚46'07.3"E.
d. 51˚23'45.0"N, 3˚44'13.3"E.

**NB8 (Molengat)**
A circular area with a radius of 1.5 miles centered on position 53˚05'57.2"N, 4˚36"E.

**NB9 (Goeree)**
A circular area with a radius of 1 mile centered on position 51˚54'27.1"N, 3˚43'35.4"E.

**NB10 (Wenduinebank)**
Area enclosed by a line joining the following positions:
a. 51˚20'31.8"N, 2˚55'25.2"E.
b. 51˚18'31.8"N, 2˚55'07.2"E.
c. 51˚18'39.0"N, 2˚53'31.2"E.
d. 51˚20'37.8"N, 2˚53'50.4"E.
The above area is used only for mine hunting exercises.

**NB11 (South of Dogger Bank)**
A depth charge exercise area is established S of Dogger Bank at approximately 85 miles NW of Den Melder. The area is enclosed by a line joining the following positions:
a. 53˚58'57.3"N, 2˚52'54.9"E.
b. 53˚58'57.3"N, 2˚58'54.9"E.
c. 53˚55'57.3"N, 2˚58'54.9"E.
d. 53˚55'57.3"N, 2˚53'54.9"E.

**NB12 (Callantsoog)**
Area enclosed by a line joining the following positions:
a. 52 ˚53'57.2"N,4˚22'55.1"E
b. 52 ˚53'57.2"N,4 ˚39'55.1"E.
c. 52 ˚49'57.2"N,4˚29'55.1"E.
d. 52 ˚49'57.2"N,4 ˚22'55.1"E.

**NB13 (Egmond)**
Area enclosed by a line joining the following positions:
a. 52˚ 37'57.2"N,4˚ 22'55.1"E.
b. 52 ˚37'57.2"N,4 ˚29'55.1"E.
c. 52˚ 33'57.2"N,4 ˚29'55.1"E.
d. 52 ˚33'57.2"N,4 ˚22'55.1"E.
(Neth Annual Notice No. 31 of 2002) 47/02

Page 161—Line 30/R; insert after:
New graphic titled **Mine Exercise Areas** from back of this Subsection.
(Neth HP1) 47/02

Page 161—Lines 32 to 33/R; read:
Compulsory pilotage in the Netherlands depends on the destination, the fairway, the vessel's measurements, the cargo, and if exemption/dispensation has been given to certain vessels.
Fairways with compulsory pilotage and fairways with adhoc compulsory pilotage are shown in the accompanying graphic. Exceptions to compulsory pilotage are given in the accompanying table.
In some cases, the pilot will be unable to board to perfom pilotage duties, as follows:
1. Due to bad weather conditions.
2. If the design of the vessel does not allow the pilot to embark offshore.
3. Other extraordinary circumstances.
Unless prohibited by the harbormaster, shore-based pilotage will take place, in the above-mentioned circumstances, by VHF, but only on the open water sea routes. In general, the pilot will be able to board the vessel once the vessel is inside.
(BA NM 38/02, Section VI; Neth HP1) 47/02

Page 161—Line 33/R; insert after:
New table titled **Exemptions to Compulsory Pilotage** from back of this Subsection.
(30(383)02 's-Gravenhage) 47/02

Page 161—Line 33/R; insert after:
New graphic titled **Compulsory Pilotage Areas** from back of this Subsection.
(Neth HP1) 47/02

**PUB 153 9 Ed 2000 LAST NM 46/02**
Page 49—Lines 9 to 10/R; strike out.
(NIMA) 47/02

Page 49—Lines 15 to 17/R; read:
controlling depth of 13m, although there is a charted depth of 8.1m on the range line in the entrance to San Pedrito.

**PUB 153 (Continued)**

Berthing facilities are described in the accompanying table.

| San Pedrito Berthing Facilities | | |
|---|---|---|
| **Wharf** | **Length** | **Max. draft** |
| San Pedrito A | 450m | 11.9m |
| San Pedrito B | 600m | 11.9m |
| San Pedrito C | 685m | 11.9m |
| Container Terminal | 250m | 11.om |

(Guide to Port Entry; Lloyd's Ports; US NM 44/21342/02) 47/02

Page 70—Lines 40 to 42/L; read:
entry is restricted by the tide and vessel's draft. The vessel's ETA should be sent 72 hours, 48 hours, and 24 hours in advance. Vessels should establish VHF contact with the pilot 2 hours before arrival. Pilots board about 2 to 2.5 miles
(BA NP 286(5)) 47/02

Page 71—Line 49/R; read:
pilot, who is also the loading master, on VHF or by sounding three long blasts on the ship's whistle at intervals. The pilot boards
(BA NP 286(5)) 47/02

Page 94—Line 15/R; insert after:
It has been reported (2002) that Pier 1 is used mainly by tank vessels, Pier 2 is used mainly by U.S. Navy vessels transiting the canal, and Pier 3 is used by the Panamanian Coast Guard.
(PUBS 035/02) 47/02

**PUB 160 2 Ed 2002 NEW EDITION**
(NIMA) 47/02

**PUB 161 8 Ed 2002 LAST NM 44/02**
Page 128—Lines 5 to 6/L; read:
position 13˚09.5'N, 100˚52.0'E for vessels entering the port. For vessels heading to the oil terminal, pilots board within a 1 mile radius of position 13˚07'N, 100˚52'E.
(BA NP 286(4)) 47/02

**PUB 180 3 Ed 2002 LAST NM 42/02**
Page 37—Line 20/L; strike out.
(NIMA) 47/02

Page 50—Lines 6 to 9/L; read:
P.O. Box 189
Iqaluit, N.W.T. X0A 0H0
Telephone: (819) 979-5724 or (819) 979-5769
Facsimile: (819) 979-4236 or (819) 979-4264
(Can Annual Notice No. 6 of 2002) 47/02

Page 50—Line 53/L; insert after:
**Ice Regime Routing Message**

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations (ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. (See Vessel Traffic Service for further information on NORDREG.) This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:
1. Ship name.
2. Ship call sign and IMO number.
3. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
4. Date and UTC time.
5. Ship's current position, course, and speed.
6. Anticipated destination.
7. Intended route.
8. A listing of the ice regimes and their associated Ice Numerals.
9. Source(s) of ice information.
10. Any other pertinent information or comments.
11. Name of any escorting vessel.
12. Name(s) of the Ice Navigator(s) on board.

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an After Action Report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine
Prairies & Northern Region—ANMS
Transport Canada, Place de Ville, Tower "C"
330 Sparks Street, 14th Floor
Ottawa, Ontario
K1A 0N5
Facsimile: (613) 991-4818

The After Action Report should include:
1. Ship name.
2. The ice strengthening of the ship (Type/CAC/Arctic class, etc.).
3. A description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
4. Copies of the ice information used.
5. Escort information, if applicable.
   a. Duration of the escort.
   b. Ice regime under escort.
   c. Characteristics of the track.
6. Weather conditions and visibility.
7. Any other important information.

(Can Annual Notice No. 6 of 2002) 47/02

**PUB 180 (Continued)**

Page 51—Lines 26 to 27/R; read:

Contact details can be found under Vessel Traffic Service. (NIMA) 47/02

Page 52—Lines 9/L to 21/R; read:

## Vessel Traffic Service

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Eastern Canada or Arctic Canada to which the *Arctic Waters Pollution Prevention Act* applies.

**Responsibilities**

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of his ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessel that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
   a. Leave a VTS Zone.
   b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
   c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

**Traffic Clearance**

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.
3. Commencing a maneuver that may be detrimental to safe navigation.
4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

**Communications**

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services.*

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

*Communication Difficulties.*—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

*Shipboard Radio Equipment Malfunction.*—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulation*s and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain their until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations* and/or the *Eastern Canada Vessel Traffic Services Zone Regulations*.

**Zone Descriptions**

*Eastern Canada*.—The Eastern Canada VTS Zone (ECAREG) consists of Canadian waters on the E coast of Canada S of the parallel of 60˚N latitude and in the St. Lawrence River E of the meridian of 66˚W longitude, except

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the waters within Ungava Bay and the waters within the VTS Zones referred to in the *Vessel Traffic Services Zone Regulations*.

*Arctic Canada.*—The Arctic Canada VTS Zone (NORDREG) includes those waters of Ungava Bay, Hudson Bay, and James Bay S of the parallel of 60˚N latitude and the waters to which the *Arctic Waters Pollution Prevention Act* apply. It excludes MacKenzie Bay and Kugmallit Bay S of the parallel of 70˚N latitude and E of the meridian of 139˚W longitude.

*Local Zones.*—East Coast VTS Local Zones have been established for traffic to St. John's, Placentia Bay, Port aux Basques, the Strait of Belle Isle, the Strait of Canso, Halifax, Northumberland Strait, the Bay of Fundy, and St. Lawrence Waterway. The appropriate Sailing Directions (Enroute) volumes should be consulted.

**Zone Application**

*Eastern Canada VTS Zone (ECAREG).*—With respect to ECAREG, in which participation is mandatory, the *Eastern Canada Vessel Traffic Services Zone Regulations apply in respect of:*

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
   a. Oil Pollution Prevention Regulations.
   b. Pollutant Substances Regulations.
   c. Dangerous Goods Shipping Regulations.
   d. International Maritime Dangerous Goods Code (IMDG).
   e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

*Arctic Canada VTS Zone (NORDREG).*—With respect to NORDREG, the provisions of this notice apply to every ship of 300 gross tons, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

*Local VTS Zones.*—With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations,* these regulations apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
   a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
   b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations,* these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

**Reporting Requirements**

*Change in information.*—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations* except where the report was made when departing from a VTS Zone.

*Non-routine reports.*—Pursuant to the *Eastern Canada Vessel Traffic Services Zone Regulations* or the *Vessel Traffic Services Zone Regulations,* a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
4. Any discharge or probable discharge of a pollutant from the ship into the water.
5. Another ship in apparent difficulty.
6. Any obstruction to navigation.
7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.
8. The presence of any pollutant in the water.
9. The presence of a ship that may impede the movement of other ships.
10. Any ice and weather conditions that are detrimental to safe navigation.

**Note.—**Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

**ECAREG/NORDREG Information Requirements**

ECAREG/NORDREG zone reports shall be communicated either directly or to the nearest Canadian Coast Guard MCTS Center. All times given in ECAREG/NORDREG zone reports shall be in Co-ordinated Universal Time (UTC).

Depending upon the reporting requirement, various elements of the following may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the Eastern Canada VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.

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13. The route the ship intends to take through the Eastern Canada VTS Zone to arrive at the destination.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question; this information is only required to be supplied once and updated when the situation changes.

Is your vessel EPIRB equipped? If not, please supply the following information:

1. Number of crew and passengers.
2. Number of lifeboats and life rafts plus make and capacity.
3. Color of hull and superstructure.
4. Distinctive features.

**ECAREG Zone Reports**

*Prior to Entering the Zone.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

This report is not required where:

1. The ship is on a voyage between two ports within the zone, and
2. The ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

*Entering at a Zone Boundary.*—A report consisting of Items 1, 2, 4, 8, and 9 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

This report is not required when entering directly from a Local VTS Zone.

*Arrival at a Berth.*—A report consisting of Items 1 and 2 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of arrival and the time of arrival, shall be made on arrival of the ship at a berth.

*Departing a Berth.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 9, shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure

This report is not required where the ship is proceeding to another berth in the same port.

*Exiting the Zone*.—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

In a case where exiting a VTS Zone coincides with entering a Local VTS Zone, this report is not required. The Local VTS Zone reporting requirements procedures shall be followed.

**NORDREG Zone Reports**

NORDREG Reports shall be addressed to NORDREG CANADA and communicated either directly to NORDREG CANADA or to the nearest Canadian Coast Guard MCTS Center. The master of the ship shall ensure that these reports are made in accordance with the stated requirements.

*Prior to Entering the Zone.*—A report containing all the required information listed under **ECAREG/NORDREG Information Requirements**, except Item 10, but also including the following information:

1. Ice class (type or Arctic class category), if applicable, and Classification Society;
2. Amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
3. Date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society,

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 1, 2, and 3 above need be reported.

*Entering at a Zone Boundary.*—A report consisting of Items 1, 2. and 4 from the information listed under **ECAREG/NORDREG Information Requirements** shall be made immediately before the ship crosses the Zone Boundary when entering the VTS Zone.

*Arrival at a Berth.*—A report consisting of Items 1, 2, and 10 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the port of

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arrival and the time of arrival, shall be made on arrival of the ship at a berth.

*Departing a Berth.*—A report consisting of Items 1, 2, 8, 10, 11, 12, 13, and 16 from the information listed under **ECAREG/NORDREG Information Requirements**, as well as the amount of oil on board (fuel and cargo) if such amount exceeds 453 cu. m. (15,988 cu. feet), and any changes to previously-reported Items 18, 19, 20, and 21 from the information listed under **ECAREG/NORDREG Information Requirements**, shall be made not more than 2 hours and not less than 1 hour before departing a berth.

If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

A report shall be made when the ship has departed the berth, giving the actual time of departure.

This report is not required where the ship is proceeding to another berth in the same port.

*1600 UTC Report.*—A report consisting of Items 1, 2, 4, and 8 from the information listed under **ECAREG/ NORDREG Information Requirements** shall be made daily at 1600 UTC.

*Exiting the Zone.*—A report consisting of Items 1, 2, 4, and 8 from the information listed under ECAREG/NORDREG Information Requirements shall be made immediately before the ship crosses the seaward boundary of the VTS Zone.

**ECAREG/NORDREG Reporting Contacts**

See the accompanying table titled **ECAREG/NORDREG Contact Reporting Information**.

**Local VTS Zone Reports**

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulation*s, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

*Information Required.*—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.
7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.
8. The estimated time that the ship will depart the berth.
9. The estimated time at which the ship will next arrive at a location requiring a report.

*Entering a Zone.*—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

*Arriving at a Calling-In-Point (CIP).*—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

*Arriving at a Berth.*—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

*Departure Maneuvers.*—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

*Maneuvers.*—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

**Variations**

Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports. formal variations to reporting procedures will be granted only where alternate arrangement to provide essential information are made and where the equivalent procedure or practice is deemed to be as safe as that required in the regulations.

Formal variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

In circumstances other than those described above, informal variations may be granted from time to time on a one time only basis by an MCTS Officer where the procedure or practice requested is deemed to be as safe as that required in the regulations.

**ECAREG/NORDREG Contact Reporting Information**

| Contact | Telephone | Telex | Facsimile | Telegraphic identifier |
|---|---|---|---|---|
| **ECAREG** | | | | |
| St. John's MCTS Center | (709) 772-2083 | 016-4530 | (709) 772-5369 | CCGTC SNF |
| Halifax MCTS Center | (902) 426-9750 | 019-22510 | (902) 426-4483 | CCG MRHQ DRT |

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| ECAREG/NORDREG Contact Reporting Information | | | | |
|---|---|---|---|---|
| **Contact** | **Telephone** | **Telex** | **Facsimile** | **Telegraphic identifier** |
| Riviere-au-Renard MCTS Center | (418) 269-5686 | 316-0025 | (418) 269-5514 | — |
| **NORDREG** | | | | |
| Iqaluit MCTS Center* | (867) 979-5724 | 063-15529 | (867) 979-4236 | NORDREG CDA |
| *Operational from mid-June until mid-December. At other times, contact St. John's MCTS Center. | | | | |

(Can Radio Aids to Marine Navigation (East), Part 3) 47/02

Page 55 to Page 58; strike out.
(NIMA) 47/02

## COAST PILOT CORRECTIONS

**COAST PILOT 5 29 Ed 2002 Change No. 32**
**LAST NM 42/02**

Page 101—Paragraph 1957, line 9; read:
Coast Guard, Marine Environmental Protection Division (G-MWV), ...
(FR 06/18/02) 47/02

Page 227—Paragraph 91, lines 6 to 10; read:
small craft inside the pier head. In April 2002, 20 feet was reported in the approach channel and 8 feet was reported alongside the berths. Gasoline, diesel fuel, water, ice, electricity, pump-out, and marine supplies are available.
(CL 1208/02) 47/02

Page 249—Paragraph 141, lines 5 to 10; read:
entrance to the creek was closed to navigation. In 1999, the reported depth inside the creek was 6 feet. U.S. Route 98 highway bridge, on the E branch of the creek about 0.3 mile above the entrance, has a fixed span with a reported clearance of 13 feet. Two marinas are on the E branch above the bridge. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out, and marine supplies are ...
(CL 1933/99) 47/02

Page 253—Paragraph 224, lines 9 to 12; read:
Berths, electricity, gasoline, diesel fuel, water, ice, and pump-out are available; lift to 35-tons for hull, engine, and radio repairs, or open and covered storage. In March 2002, 8 feet was ...
(CL 806/02) 47/02

Page 381—Paragraph 70, lines 8 to 11; read:
depth of 4 feet in September 2002, leads to the facilities. A boatyard has an 80-ton marine lift for hull, engine, and radio repairs.
(NOS 11425) 47/02

Page 382—Paragraph 79, lines 4 to 5; read:
turning basin at the marina. In March 2002, 8 feet was reported in the approach and in the ...
(CL 1207/02) 47/02

Page 383—Paragraph 91, lines 11 to 15; read:
April 2002, the reported approach depth was 7 feet to the marina. Berths with electricity and pump-out station are available.
(CL 1448/02) 47/02

Page 383—Paragraph 93, lines 2 to 7; read:
Island. A privately marked channel, with a depth of 5 feet was reported in April 2002, leads to a marina and boatyard W of **Mile 90.0** where berths, electricity, gasoline, water, ice, and marine supplies are available. A marine railway that can handle vessels to 40 feet and a 10-ton lift are available.
(CL 1446/02) 47/02

**COAST PILOT 6 32 Ed 2002 Change No. 12**
**LAST NM 45/02**

Page 195—Paragraph 614, lines 5 to 10; read:
and a **291.8°** lighted range. In August 2000-May 2002, the controlling depths were 18.4 feet in the entrance channel and through the mouth of the river to the overhead power cables 0.75 mile above the mouth; thence in May 2002, 14.0 feet (17.7 feet at midchannel) to the turning basin (except for gradual shoaling to 8.3 feet at the head of the project), thence 16.2 to 18.0 feet in the turning basin (except for lesser depths in the NW and SW corners and along the W edge.) The channels in ...
(DDs 1526-28; DDs 3226-31) 47/02

Page 222—Paragraph 125, lines 3 to 10; read:
Western Railroad bridge. In July 2002, the controlling depths were 5.3 feet (11.8 feet at midchannel) from the mouth of the river to the 10th Street bridge, thence 3.2 feet (6.4 feet at midchannel) to the Grand Trunk Western Railroad bridge, thence 0.9 feet in the left half and 2.9 feet in the right half of the channel to the head of the dredged channel. Above the dredged channel, a midchannel depth of 2.2 feet was available to the Black River Canal. The channel is subject to shoaling. St. ...
(DDs 3260-66) 47/02

Page 227—Paragraph 54, lines 4 to 7; read:
buoys and by lights on the outer ends of the breakwaters. In May 2002, the controlling depths were 5.2 feet (6.4 feet at

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midchannel) in the entrance channel and to the harbor basin, thence 5.0 to 8.0 feet in the basin.
(DD 3188) 47/02

Page 230—Paragraph 103, lines 7 to 9; read:
2002, the controlling depths were 1.1 feet in the right half and 5.9 feet in the left half of the entrance channel to the mouth of the river, thence 6.1 feet to the head of the project (except for shoaling to 2.5 feet in the left outside quarter of the channel near the mouth of the river.)
(DDs 3106-07) 47/02

Page 235—Paragraph 198, lines 4 to 7; read:
ends of the piers are marked by lights; a fog signal is at the N light. In July 2002, the controlling depths were 7.0 feet (7.9 feet at midchannel) in the entrance channel and between the piers to the boat ramp on the S side of the channel, thence 3.4 feet to the bridge.
(DD 3239; LL/02) 47/02

Page 257—Paragraph 153, lines 1 to 5; read:
In July 2002, the controlling depths were 11.2 feet in the entrance, between the breakwater and pier, to the anchorage area, thence 8.0 to 10.0 feet in the anchorage area (except for lesser depths along the N and NW edges), thence 6.0 feet in the channel to the mouth of the ...
(DD 3187) 47/02

Page 261—Paragraph 237, lines 4 to 7; read:
In July 2002, the controlling depth was 9.6 feet (11.6 feet at midchannel) in the entrance and between the piers to the lake. The NE corner of the entrance channel off the N pier is shoal to 4.1 feet. Currents in the channel attain velocities ...
(DD 3233; LL/02) 47/02

Page 262—Paragraph 247, line 6; read:
In June 2002, the controlling depth was 8.3 feet (8.8 feet at ...
(DD 3234) 47/02

Page 271—Paragraph 334, lines 1 to 2; read:
In March-June 2002, the controlling depth was 9.2 feet (10.8 feet at midchannel) in the entrance channel between the ...
(DDs 3112-15) 47/02

Page 273—Paragraph 357, lines 1 to 11; read:
In May-June 2002, the controlling depths were 18.8 feet (21.0 feet at midchannel) in the approach channel, between the piers and to the CSX Railroad bridge (except for shoaling to 11.2 feet in the right outside quarter of the channel, just NW of the Waterfront Marina entrance and shoaling to 15.2 feet in the right half of the channel just below the CSX Railroad bridge), thence 11.6 feet (15.7 feet at midchannel) to the junction with Paw Paw River, thence 10.8 feet (12.4 feet at midchannel) in the canal to the head of the project. The turning basin on the N side of the channel had depths of 11.0 to 14.0 feet.
(DDs 3267-69) 47/02

**COAST PILOT 6 32 Ed 2002 Change No. 13**

Page 240—Paragraph 282, lines 4 to 7; read:
through a dredged entrance channel from the NW. In June 2002, the controlling depths were 7.7 feet (8.5 feet at midchannel) in the entrance to the basin, thence 7.8 to 10.0 feet in the basin. A mooring area ...
(DD 3108) 47/02

Page 243—Paragraph 336, lines 6 to 7; read:
signal is at the outer end of the railroad pier. In June 2002, the controlling depth was 8.0 feet in the entrance.
(DD 3117) 47/02

Page 266—Paragraph 292, lines 9 to 18; read:
March-June 2002, the controlling depths were 14.9 feet in the left outside quarter, 17.9 feet in the right outside quarter, and 21.0 feet at midchannel in the entrance and between the piers to the junction with South Channel (except for shoaling to 7.3 feet in the right half of the channel at the entrance to South Channel and shoaling to 3.2 feet directly across from the municipal marina in about 43˚04'00"N., 86˚14'11"W.), thence 8.7 feet (12.6 feet at midchannel) to the railroad bridge at Ferrysburg, thence 9.4 to 11.2 feet in the turning basin; thence in 1978, 15 feet from the railroad bridge to ...
(DDs 3047-50) 47/02

Page 354—Paragraph 64, lines 4 to 6; read:
breakwaters are marked by lights. In June 2002, the controlling depths were 6.3 feet in the entrance channel and between the breakwaters to the basin, thence 9.6 to 12.0 feet in the basin.
(DD 3110) 47/02

Page 354—Paragraph 70, lines 4 to 6; read:
the breakwaters are marked by lights. In June 2002, the midchannel controlling depth was 1.8 feet through the entrance and stilling basin to the lake. The channel is subject to extensive shoaling.
(DD 3111) 47/02

Page 356—Paragraph 108, lines 5 to 6; read:
basin. In July 2002, the controlling depth was 25.5 feet in the basin with lesser depths along the N and E edges.
(DD 3271) 47/02

Page 356—Paragraph 121, lines 5 to 7; read:
extends from shore on the W side of the basin. In July 2002, the controlling depths were 30 feet in the approach to the basin from Lake Superior, thence 25.5 feet in the basin.
(DD 3272) 47/02

Page 357—Paragraph 133, lines 4 to 7; read:
marked by a daybeacon and a light, respectively. In July

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2002, the midchannel controlling depth was 6.3 feet in the entrance channel to the basin, thence 9.2 feet in the basin (except for shoaling to 5.8 feet along the NE edge.)
(DD 3270) 47/02

Page 360—Paragraph 180, lines 5 to 11; read:
NE from the inner basin upstream in the river for about 350 feet. In June 2002, the controlling depths were 2.7 feet in the entrance and between the breakwaters to the basin, thence 8.3 to 10.0 feet in the basin (except for lesser depths along the N edge), thence 1.8 feet in the extension channel to the head of the project.
(DD 3054; NOS 14964) 47/02

Page 361—Paragraph 213, lines 6 to 8; read:
2002, the controlling depths were 10.2 feet in the left half and 16.0 feet in the right half of the dredged channel in the entrance and between the piers to the bridge (except for shoaling to 10.3 feet in the right half of the channel just below the bridge.) Shoaling in ...
(DD 3232) 47/02

**COAST PILOT 6 32 Ed 2002 Change No. 14**

Page 48—Paragraphs 575 to 577; read:
**§117.647 Saginaw River.**
(a) The draws of the Lake State Railways railroad bridge, mile 3.10 at Bay City, and the Central Michigan railroad bridge, mile 4.94 at Bay City, shall open on signal; except that, from December 16 through March 15, the draws shall open on signal if at least 12 hours advance notice is provided.
(b) The draws of the Independence bridge, mile 3.88, Liberty Street bridge, mile 4.99, Veterans Memorial bridge, mile 5.60, and Lafayette Street bridge, mile 6.78, all in Bay City, shall open on signal from March 16 through December 15, except as follows:
(FR 7/30/02) 47/02

Page 48—Paragraphs 580 to 581; read:
(3) From 8 a.m. to 8 p.m. on Saturdays, Sundays, and Federal holidays, the draws of the Independence and Veterans Memorial bridges need not be opened for the passage of pleasure craft except from three minutes before to three minutes after the hour and half-hour.
(4) From 8 a.m. to 8 p.m. on Saturdays, Sundays, and Federal holidays, the draws of the Liberty Street and Lafayette Street bridges need not be opened for the passage of pleasure craft, except from three minutes before to three minutes after the quarter hour and three-quarter hour.
(FR 7/30/02) 47/02

Page 48—Paragraphs 583 to 585; read:
(c) The draw of the CSX railroad bridge, mile 18.0, need not be opened for the passage of vessels. The owner shall return the draw to an operable condition within a reasonable time when directed by the District Commander to do so.
(d) The draw of the Grand Trunk Western railroad bridge, mile 19.2, need not be opened for the passage of vessels.
(FR 7/30/02) 47/02

Page 175—Paragraph 357, lines 1 to 2; read:
**Cleveland Harbor Main Entrance Light** (41˚30'32"N., 81˚43'04"W.), 63 feet above the water, is shown from a white conical ...
(04/02 CG9; LL/02) 47/02

Page 211—Paragraph 16, line 6; read:
buoys, and its lower end by a **227.8˚** lighted range NE of ...
(LL/02) 47/02

Page 212—Paragraph 25, line 6; read:
**297.3˚** lighted range. In 2002, the reported depth ...
(CL 1309/02; LL/02) 47/02

Page 280—Paragraph 432; read:
**Indiana Harbor East Breakwater Light** (41˚40'51"N., 87˚26'28"W.), 49 feet above the water, is shown from a square tower on the E side of the entrance channel; a seasonal fog signal is at the light.
(04/02 CG9; LL/02) 47/02

Page 314—Paragraph 756, lines 9 to 11; read:
repairs. A detached crescent-shaped breakwater, marked at each end by a private daybeacon, is 300 feet N of the Municipal Passenger Pier.
(CL 1848/01) 47/02

**COAST PILOT 8 24 Ed 2002 Change No. 11**
**LAST NM 46/02**

Page 80—Paragraph 1447, line 7; read:
will be used to grant administration benefits.

**TITLE 50-WILDLIFE AND FISHERIES**

**Part 224–Endangered Marine and Anadromous Species**

**§224.103 Special prohibitions for endangered marine mammals.**
(b)*Approaching humpback whales in Alaska*–(1) *Prohibitions*. Except as provided under paragraph (b)(2) of this section, it is unlawful for any person subject to the jurisdiction of the United States to commit, to attempt to commit, to solicit another to commit, or cause to be committed, within 200 nautical miles (370.4 km) of Alaska, or within inland waters of the state, any of the acts in paragraphs (b)(1)(i) through (b)(1)(iii) of this section with respect to humpback whales (*Megaptera novaeangliae):*
(i) Approach, by any means, including by interception (i.e., placing a vessel in the path of an oncoming

**COAST PILOT 8 (Continued)**

humpback whale so that the whale surfaces within 100 yards (91.4 m) of the vessel), within 100 yards (91.4 m) of any humpback whale;

(ii) Cause a vessel or other object to approach within 100 yards (91.4 m) of a humpback whale; or

(iii) Disrupt the normal behavior or prior activity of a whale by any other act or omission, as described in paragraph (a)(4) of this section.

(2) *Exceptions.* The following exceptions apply to this paragraph (b), but any person who claims the applicability of an exception has the burden of proving that the exception applies:

(i) Paragraph (b)(1) of this section does not apply if an approach is authorized by the National Marine Fisheries Service through a permit issued under part 222, subpart C, of this chapter (General Permit Procedures) or through a similar authorization.

(ii) Paragraph (b)(1) of this section does not apply to the extent that a vessel is restricted in her ability to maneuver and, because of the restriction, cannot comply with paragraph (b)(1) of this section.

(iii) Paragraph (b)(1) of this section does not apply to commercial fishing vessels lawfully engaged in actively setting, retrieving or closely tending commercial fishing gear. For purposes of this paragraph (b), commercial fishing means taking or harvesting fish or fishery resources to sell, barter, or trade. Commercial fishing does not include commercial passenger fishing operations (i.e. charter operations or sport fishing activities).

(iv) Paragraph (b)(1) of this section does not apply to state, local, or Federal government vessels operating in the course of official duty.

(v) Paragraph (b)(1) of this section does not affect the rights of Alaska Natives under 16 U.S.C. 1539(e).

(vi) These regulations shall not take precedence over any more restrictive conflicting Federal regulation pertaining to humpback whales, including the regulations at 36 CFR 13.65 that pertain specifically to the waters of Glacier Bay National Park and Preserve.

(3) *General measures.* Notwithstanding the prohibitions and exceptions in paragraphs (b)(1) and (2) of this section, to avoid collisions with humpback whales, vessels must operate at a slow, safe speed when near a humpback whale. “Safe speed” has the same meaning as the term is defined in 33 U.S.C. 2006 and the International Regulations for Preventing Collisions at Sea 1972 (see 33 U.S.C. 1602), with respect to avoiding collisions with humpback whales.

(FR 5/31/01) 47/02

Page 130—Paragraph 400, line 2; read:
about 15 to 22 fathoms (40 m), with Tide Island bearing 209˚, ...

(CL 316/02; BPs 176513-14) 47/02

Page 235—Paragraph 135; strike out.

(48/94 CG17; LL/02) 47/02

Page 235—Paragraph 138, line 8; read:
its entrance W of Makhnati Island.

Three detached breakwaters enclose Sitka Harbor from the NW approach the Western Anchorage. The system of breakwaters runs to the SW from the N shore of Western Anchorage, about 0.1 mile SE of Watson Point (57˚04.0'N., 135˚21.8'W.) The S end of the N breakwater is marked by a light. The middle breakwater, which runs NE and S of **Channel Rock**, is marked by a light at both ends while the S breakwater is marked on its N end by a daybeacon.

(CL 1412/02) 47/02

Page 235—Paragraph 140, lines 2 to 3; read:
objects in the channel W of Harbor Rock between Sitka Harbor Channel Lights 9 and 11. In 1966, shoaling also was reported in the same area; ...

(CL 1412/02) 47/02

Page 235—Paragraph 146, line 6; read:
fathoms, mud bottom, with **Channel Rock** bearing 289˚, ...

(CL 1412/02) 47/02

**COAST PILOT 8 24 Ed 2002 Change No. 12**

Page 54—Paragraph 612, line 9; read:
Office of Vessel Traffic Management (G-MWV), Coast Guard Headquarters, ...

(FR 6/18/2002) 47/02

Page 201—Paragraph 180, lines 3 to 5; read:
breakwaters. In April 2002, depths of 7.0 to 12.0 feet were available in the harbor with shoaling to 5.7 feet along the SE edge. A light at the end of the N breakwater marks the entrance.

(BP 178219) 47/02

Page 202—Paragraph 182, lines 5 to 6; read:
2002, depths of 6.5 to 12.0 feet were available in the N part of the basin and 13.4 to 14.0 feet in the S part. The basin can be entered at ...

(BPs 178210-11) 47/02

Page 237—Paragraph 195, lines 6 to 7; read:
yards, and pass just S of the light marking the S end of the N breakwater protecting the NW approach to Western Anchorage.

(CL 1412/02) 47/02

Page 266—Paragraph 222, lines 10 to 12; read:
two lighted breakwaters. In April 2002, the controlling depth was 15 feet (17 feet at midchannel) in the entrance channel with depths of 10 to 18 feet in the basin. Floats in the basin provide ...

(BP 178436) 47/02

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| Contact Information for Ice Navigation, Routing, and Requests for Icebreaker Assistance | | | |
|---|---|---|---|
| | **The East Coast of Canada and the Gulf of St. Lawrence** | **Newfoundland, the Coast of Labrador, and Hamilton Inlet** | **The St. Lawrence River W of 66˚N** |
| Address | Canadian Coast Guard<br>Operations Center—Maritimes Region<br>Ice Operations Section<br>10 Hudson Way (Shannon Hill)<br>Dartmouth, Nova Scotia<br>B2Y 3Z8 | ECAREG CANADA<br>MCTS Center, St. John's<br>P.O. Box 5667<br>St. John's, Newfoundland<br>A1C 5X1 | Fisheries and Oceans<br>Quebec Region<br>Regional Operations Center<br>Ice Quebec<br>101 Boulevard Champlain<br>Quebec, Quebec<br>G1K 7V7 |
| Telephone | (902) 426-5664<br>(902) 426-5665 | (709) 772-2078<br>(709) 772-4580 | (418) 648-4427<br>(418) 648-2214 |
| Telex | 019-22510 | 016-4530 | — |
| Facsimile | (902) 426-6444 | (709) 772-5369 | (418) 648-7244 |
| Radiogram | ECAREG CANADA | ECAREG CANADA | Escoumins Traffic<br>Quebec Traffic<br>Montreal Traffic |

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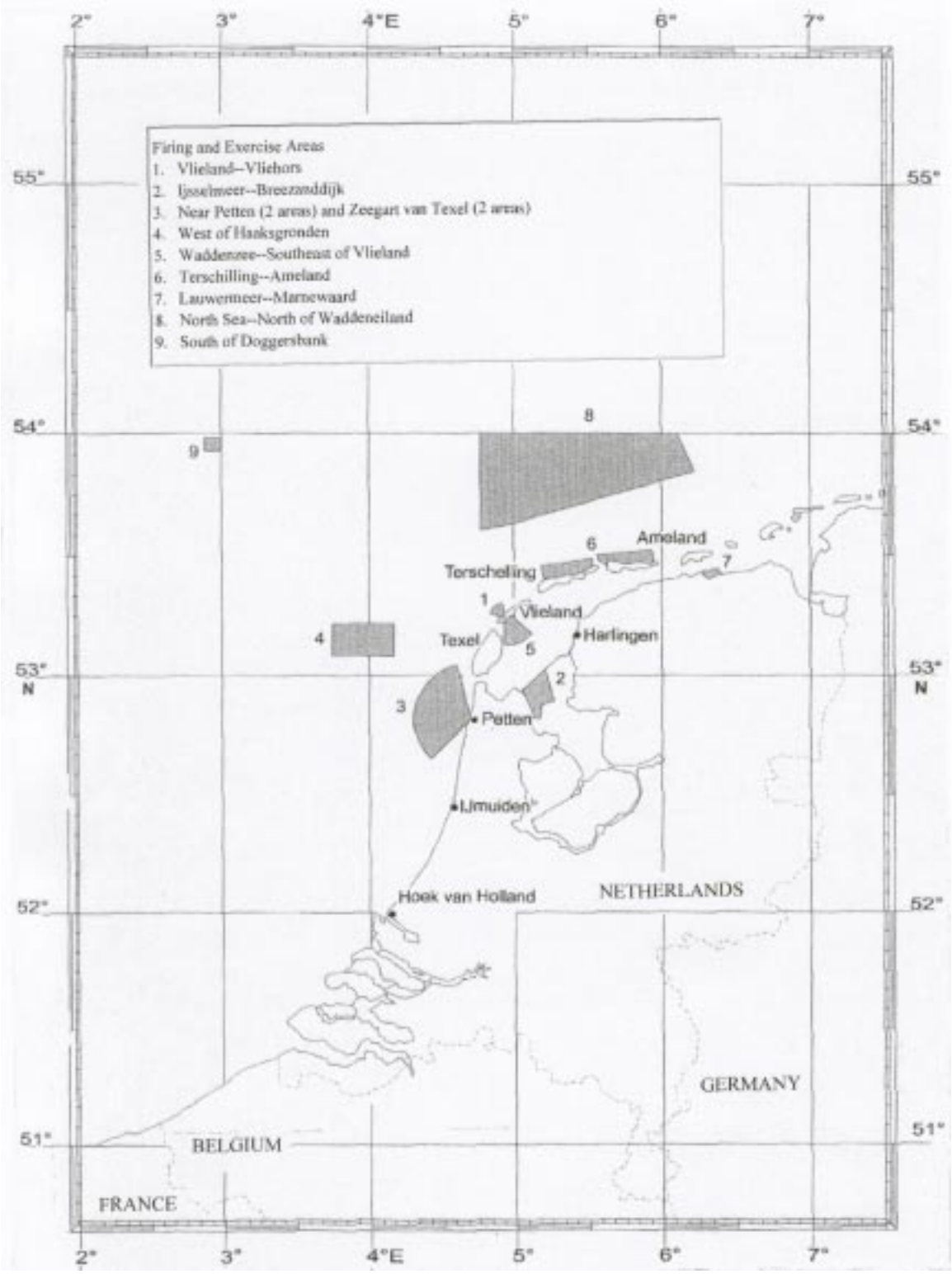
Firing and Exercise Areas
1. Vlieland--Vliehors
2. Ijsselmeer--Breezanddijk
3. Near Petten (2 areas) and Zeegat van Texel (2 areas)
4. West of Haaksgronden
5. Waddenzee--Southeast of Vlieland
6. Terschilling--Ameland
7. Lauwersmeer--Marnewaard
8. North Sea--North of Waddeneiland
9. South of Doggersbank
2°
3°
4°E
5°
6°
7°
55°
54°
53° N
52°
51°
Ameland
Terschelling
Vlieland
Texel
Harlingen
Petten
IJmuiden
Hoek van Holland
NETHERLANDS
GERMANY
BELGIUM
FRANCE

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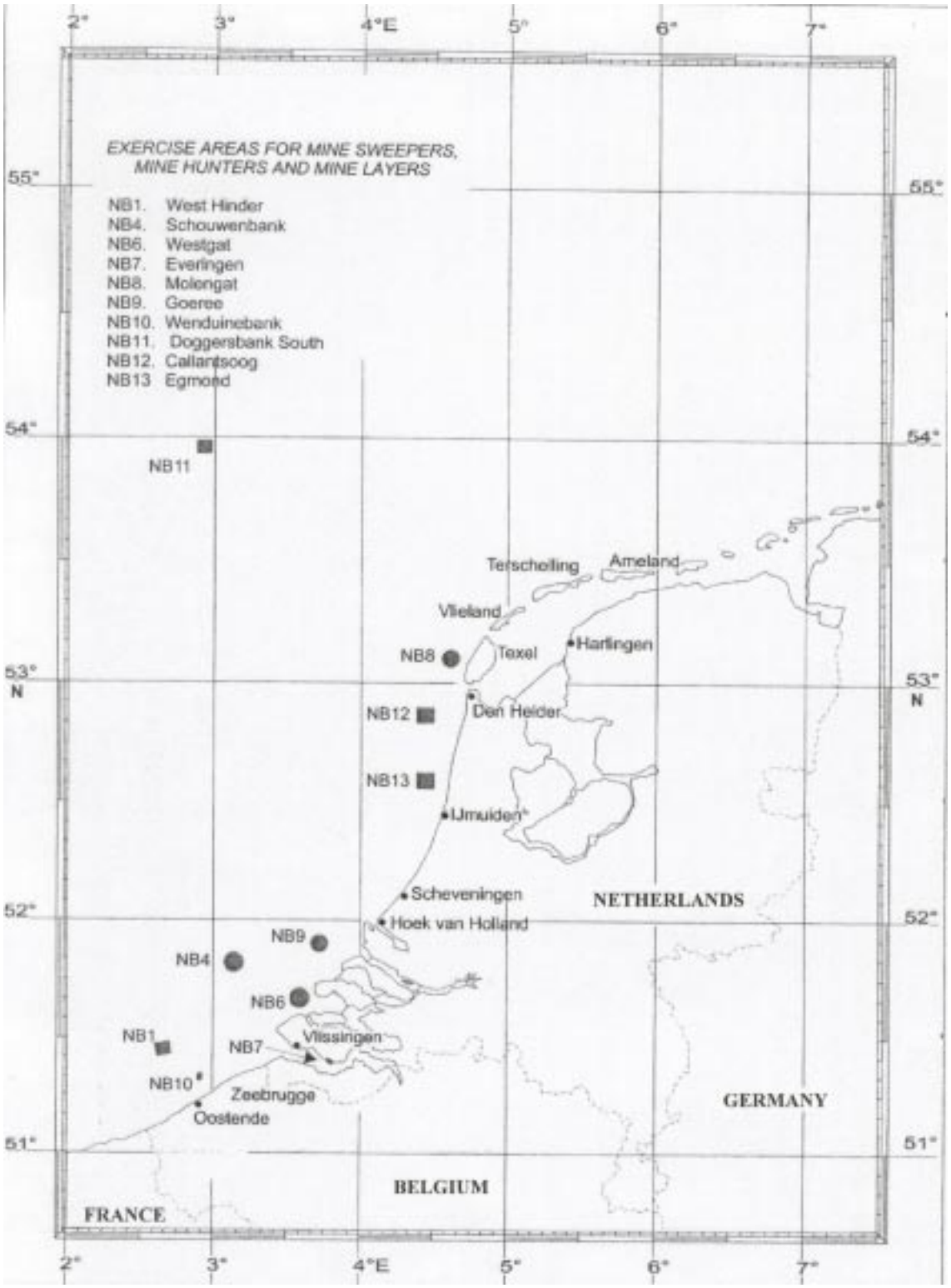
EXERCISE AREAS FOR MINE SWEEPERS, MINE HUNTERS AND MINE LAYERS
NB1. West Hinder
NB4. Schouwenbank
NB6. Westgat
NB7. Everlingen
NB8. Molengat
NB9. Goeree
NB10. Wenduinebank
NB11. Doggersbank South
NB12. Callantsoog
NB13 Egmond
2°
3°
4°E
5°
6°
7°
55°
54°
53° N
52°
51°
NB11
Terschelling
Ameland
Vlieland
NB8
Texel
Harlingen
NB12
Den Helder
NB13
IJmuiden
Scheveningen
NETHERLANDS
Hoek van Holland
NB9
NB4
NB6
NB1
NB7
Vlissingen
NB10
Zeebrugge
Oostende
GERMANY
BELGIUM
FRANCE

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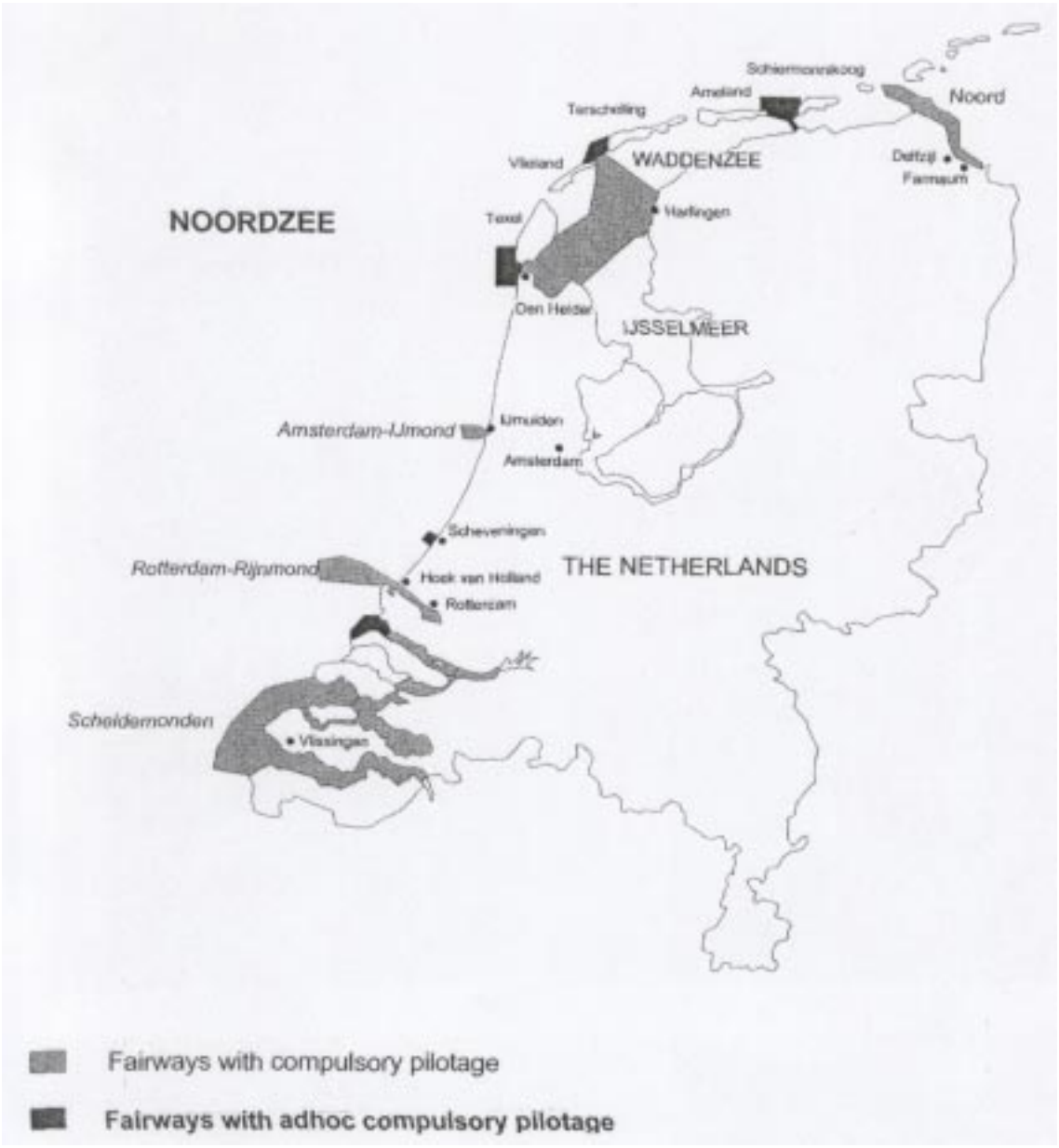
Schiermonnikoog
Ameland
Noord
Terschelling
Vlieland
WADDENZEE
Delfzijl
Farmsum
NOORDZEE
Texel
Harlingen
Den Helder
IJSSELMEER
Amsterdam-IJmond
Ijmuiden
Amsterdam
Scheveningen
Rotterdam-Rijnmond
THE NETHERLANDS
Hoek van Holland
Rotterdam
Scheldemonden
Vlissingen
Fairways with compulsory pilotage
Fairways with adhoc compulsory pilotage

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| Exemptions to Compulsory Pilotage | | |
|---|---|---|
| **Region** | **Fairway(s)** | **Exemption to compulsory pilotage** |
| North part of The Netherlands | Westerems to Borkum (general traffic) | Maximum length: 150m or<br>Maximum breadth: 25m or<br>Maximum draft: 7m |
| | Westerems to Borkum (car ferries) | Maximum length: 120m or<br>Maximum breadth: 20m or<br>Maximum draft: 7m |
| | Borkum to Eemshaven | Maximum length: 90m or<br>Maximum breadth: 13m or<br>Maximum draft: 7m |
| | Eemshaven to Delfzijl | Maximum length: 90m or<br>Maximum breadth: 13m or<br>Maximum draft: 6m |
| | Texel Rads to Den Helder (Nieuwe Diep) | Maximum length: 90m and<br>Maximum draft: 7m |
| | Texel Rads to Den Helder (Koopvaardersbinnenhave) | Maximum length: 90m and<br>Maximum draft: 5m |
| | Den Helder to Kornwerderzand | Maximum length: 60m or<br>Maximum draft: 4m |
| | Harlingen to Kornwerderzand, Den Helder to Den Oever, and the remaining Waddenzee | Maximum length: 60m or<br>Maximum draft: 2.5m |
| | Harlingen to Vlierede | Maximum length: 70m<br>Maximum draft: 6m |
| Amsterdam to IJmond | All fairways with compulsory pilotage | Maximum length: 70m |
| Rotterdam to Rijnmond | All fairways with compulsory pilotage | Maximum length: 70m |
| Scheldemonden | Schouwenbank to Vlissingen Oost | Maximum length: 75m and<br>Maximum draft: 5.5m |
| | All fairways with compulsory pilotage | Maximum length: 75m |
| **Note.—**Vessels with an exemption to compusory pilotage or vessels sailing in fairways with adhoc compulsory pilotage can be ordered by the authorities to make use of a pilot due to weather conditions or when deviating circumstances to the vessel, passengers and/or crew, traffic, or fairway occur. | | |

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